

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY China

REPORT NO.

SUBJECT Information Concerning Communist Chinese Ports

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA
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1. My vessel was drawing 27 feet on arrival at Hsing Kang. The vessel was anchored four miles from entrance and was boarded by a collective party of officials, consisting of Navy, Army and Customs Officers. This party, six in number, arrived with sidearms, under one person who acted as a leader. A search was instituted after all ship's personnel were mustered in the ship's saloon. During the search appropriate officers, such as the Chief Steward, Chief Mate and Chief Engineer, were requested to unlock various lockers. The search lasted about one and one half hours and was quite thorough. Discharging was started the following morning to lighters until the ship's draft was 22'6". The ship then shifted to a quay at Hsing Kang on 21 Mar 54 at 5:30 AM. The quay was approximately 1500 feet long and the ship did not rest on mud bottom at low water. Ship's gear was used for discharging and coolie labor moved the cargo from the dock to sheds on shore. The cargo was then loaded on American trucks, presumably Dodge, painted green. I observed that dirt roads were in poor condition, railroad facilities were very old, the rolling stock antiquated and poorly maintained. Apparently no repairs or alterations were made to equipment, buildings or quay facilities since the Japanese construction. During the time the vessel was in port six Chinese guards were aboard the ship and were fed on board. The guards were very reticent and seemed afraid of one another.

Dairen

2. The Port of Dairen was entered by me on 28 Mar 54 at 2340 after passing through Chang Shan Channel. There was 26 or 27 feet of water at piers and the position of the lights and depths noted on charts were apparently correct. The vessel was searched by a boarding team, as had been done formerly at Hsing Kang, at a distance of four to five miles from port. After the search, the pilot remained on the bridge while the vessel entered the harbor. A Chinese guard was also on the bridge. There were no nets or mines in the harbor defenses at the present time. Six Chinese guards were on the ship from the time it berthed until it sailed. I noted many Russian Naval and Army officers in Dairen. The British Consul told me that Polish ships called at Dairen but did not call at Singapore.

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Therefore, British Intelligence did not get any information from them. Polish ships were bringing in machinery and other cargo. A fairly new Japanese coal conveyor was noted. The general attitude of the people in China was friendly toward the British and the Chinese guards tried to secure information from ship's personnel. While approaching the subject port, coast artillery was noted on the east headland. An airfield was noted to be adjacent to the subject port in a southeasterly direction from the wharves. A large floating dock was noted in the harbor with a liberty size ship in it. The general physical condition of the port was much the same as when the Japanese left it after the war; namely, little or no lighting, sanitation or modern buildings.

Chefoo

3. Enroute from Dairen to Chefoo the vessel sailed a course outside of Formosa 12½ miles off the China coast. Upon arrival at Chefoo on 3 Apr 54, the vessel was required to use the Western entrance as the Eastern entrance to the port is closed and is in addition a prohibited area. The vessel was boarded at the entrance buoy to the Yangtze River and it was noted that the position of the Yangtze lightship was altered about two and one half miles east and about one mile north. The new position of the lightship was noted as 31°3.4' North 122°21.1' East. The boarding detail again consisted of six persons and the search consumed about one and one half hours following the routine established at Dairen and Haing Keng.

Shanghai

4. A search party and pilot boarded the vessel outside the harbor and a thorough search was made. During the trip up the river to the berthing point, a considerable number of smaller naval craft were noted. However, one house boat was in reality a river gunboat. An airfield at Woosung is just west of the Woosung power station. The British Consul advised that it is used by commercial aircraft. At the International Dock a former British Frigate was noted having work done to it. A great many landing craft were being worked on all the way up to Shanghai. Guns were noted on the approaches to Shanghai, but there was no way of identifying the type or calibre. Shanghai was the best of the ports visited and approached more nearly modern standards relative to light, sanitation and new construction. The ship's personnel were permitted ashore and made many personal contacts with persons of other nationalities rather than Chinese.

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